

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:39 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 550 Const Calendar Day: 123 Date: 05-Oct-2012 Friday
Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition partly cloudy

Working Day ☒ If no, explain:**Diary:**

Dispute

General CommentsITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
TOWER SADDLE; PULLBACK/TIEBACK LOAD TRANSFER RELEASE;
TEMPORARY PULLBACK SYSTEM DEMOB:

The tower pullback system was previously fully released, but demob/removal of the system has not started yet, other than limited work to remove the jacks. There is no work by ABF today on this item.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; LOAD TRANSFER JACKING;
TEMPORARY JACKING AND RESTRAINT SYSTEM DEMOB:

The jacking at the jacking saddle/frame was previously completed with all permanent shims installed, but demob/removal of the system had not started yet prior to today, other than removal of the hydraulic control unit and the hydraulic hoses. Today, ABF begins demob of the jacking saddle jacking and restraint system inside W2. Present are 6 ironworkers - foreman Kelly Tull, Zach MacDonald, Ryan Nash, Hays (Steve) Batiste, John Rocha, and one other ironworker (didn't get name) working a 10 hour shift (8 hours regular and 2 hours OT). Work starts at 0700 and work in the field ends at 1700, so that they can be back at Pier 7 by 1730 end of shift. Note that all of these ironworkers from this ironworker crew do not work full time on the demob at the WJS and also work part time at the CCO 216 Hinge K operations.

At 0730, the ironworkers start pulling the jacks out from the inside of W2. Because the 888 crane in the area (at W2 north for support work at Hinge K, W-Line) is busy with other work, an extendable forklift (with operator Jeff Scott) is used to remove materials from inside W2 by pulling them up through the manholes in the top of W2. After the jacks (16 jacks used during WJS jacking and 2 spare jacks, for a total of 18 jacks) are removed from the south and north jacking setups, they start removing the temporary shims (between jacks and the jacking posts) from the south jacking setup. The temporary shims need to be unbolted one at a time (each shim is 4" thick) from the shim stack, lowered from the shim stack, and then the rigging transferred to pull the shim out the manhole.

By the end of the shift, the progress of the WJS temporary jacking setups demob is that all of the jacks are removed from north and south setups and all the temporary shims are removed from the south setup except for the first temporary shims that are attached to each of the jacking posts. No work on the removal of the temporary shims from the north setup happens today.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 550

Date: 05-Oct-2012

Friday

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
HINGE A HPB'S INSTALL, HPB'S ALIGNMENT, VERTICAL STRONGBACK:

At Hinge A, E-Line, yesterday, ABF set up an approximately 15' wide crane mat bridge over the expansion joint gap at the same height as the OBG deck so that vehicles can drive over the joint. Today, ABF's laborers add handrails to that temporary bridge for safety. I do not inspect this work to document the equipment and labor for the operation and just note after the fact that the work happened today.

At the Pier 7 yard to the west of the warehouse, ABF ironworkers (fab yard ironworker Kevin Kananen and others) are not working on the vertical alignment strongbacks and the transverse alignment materials. They have been working on these items for the last few weeks and are now mostly, but not entirely complete. The major components are complete.

As a subcontractor to ABF, Peterson CAT is onsite for a second day. Carl Sieber is present with a mechanic's truck and machining equipment to bore out a hole in one end of each of the four strongback beams. Three plies of steel have to be drilled/machined at each hole - the strongback beam web and a welded boss plate on each face of the web. He first drills a pilot hole, and then he machines out more material for the large diameter pin. The final machined holes are 145mm = 5.708" diameter. Today, work continues on the first 2 of 4 of the strongbacks, work is finished on the first 2 of 4 of the strongbacks, and work starts on the 3rd of the 4 strongbacks.

INSPECTOR OT REMARK:

2 hour OT in office: work late in the afternoon/evening on the updating of plots for the cable band bolt tensions.